

THE PICTURE OF CHARLOTTE CORDAY.
For The Tribune.
BY MRS. E. J. EAMES.

So full of tender beauty and weak thought,
This head of classic grace—
These delicate limbs, in sculptured pures wrought,
These fingers, fairy-made, could these belong to thee?
Once mistress of France—the proud, the fond, the free?
Methinks thy slender form
Seems with a proud, commanding air to rise,
And wondrous power to charm
Dwells in the midnight of those thoughtful eyes.
While on thy curved lip, and softly warble now,
Sitteth the high resolve that suits thy purpose now.
Did not thy woman's heart
Thrill with emotions never felt before—
Didst thou not shrink and start
To stain that fair hand with the crimson gore?
Hadst thou not chattering fears, O self-loved maid,
Of the dark doom that soon must fall upon thy head?
Yes, for one moment thou
Didst struggle with Youth's mortal dread of death!

One moment didst thou bow
Thy woman's heart, then with a proud, free breath,
Didst thou approach the bed of the terrific man,
With whom the fearful Reign of Terror first began.
How deep the wrenching strain
With fatal aim, pierced through thy guilty breast!
While 'mid the mortal chill
His starting eye the demoniac expressed,
Udded closed for ever, and the blood
Made dark the waters where the ruthless monster stood!

So, death this fragile form
Dwelt the resolve that made thy country free:
And this fair, feeble arm
Performed a deed of immortality!
But oh, thy strength, true love, for him 'twas dashed and done!
Well didst thou avenge the death of thy heart-cherished one!
July, 1832.

Amour, the victim paid to death by Marat was the
brother of Charlotte Corday.

From the Green Bay Republican.

Westward the star of empire takes its way,
A new era in the history of Northern
Wisconsin has dawned.—The little steamboat
Black Hawk, which we mentioned week before
last, as being expected to engage in the transpor-
tation of lead, merchandise, immigrants, &c. on
Lake Winnebago and Fox River, arrived here on
Monday last, commanded by her owner, the
builder of the Steamboat Milwaukee some years
since. The Black Hawk is built in the shape of
a canal boat, is about forty or fifty tons burthen,
and her engine is about twenty horse power: the
wheel is all—she is built in a strong substantial
manner, and travels at the rate of nine miles an
hour. She appears to be far better calculated for
the trade in which she is about engaging, than
any craft upon our waters. Little fears need be
entertained in regard to her safe passage over the
Rapid, especially at the present time, when the
water in Fox River is so uncommonly high.

What a field is thus opened to the enterprising
capitalist of the East, in which he can make a
very profitable investment of his money. The
entire Lead Trade of all that portion of Wiscon-
sin Territory, north of the Des Moines Rapids,
can be transported to New-York by this route, at
a far more reasonable rate than any other place
on the lake shore can afford. Say fifteen mil-
lions of lead is transported on this route, would
it not prove greatly conducive to the prosperity
of Green Bay, in common with the fertile valleys
bordering on the Wisconsin, Fox, and Wolf
Rivers, and Lake Winnebago? The Southport
Telegraph states that Lead can be transported
from the Mineral region to that town for 41 cents
per hundred, and from there to New-York or
Boston for 49 cents, making in all 81 cents per
hundred by that route; while the price by the
great southern route is \$1 07; showing a dif-
ference of 263 cents per hundred in favor of the
Lake route. We assert, without hesitation, that
in fifteen months from this time, Lead will be
transported by the great northern route at the fol-
lowing rates—

From Mineral Point to Ft. Winnebago, \$0 15
From Ft. Winnebago to Green Bay, 0 15
From Green Bay to New-York, 0 35
Total, \$0 65

Showing a difference in favor of the Northern
route over the Lake, of 16 cents per hundred,
or \$8 20 per ton; and 423 cents per hundred,
or \$8 50 per ton over the great Southern
route. This is not a fancy sketch, but a
statement which may be relied on as correct in
the main. Men of capital at the East, will un-
doubtedly embark largely in this enterprise during
the ensuing season. A few Ersson Propellers
placed on the Wisconsin River, in connection
with the Lead trade as far south as Galena, in this
direction. And if the small sum of \$50,000 were
expended in improving Fox River, and \$10,000 more
applied to the construction of a canal at Portage,
between Galena and Kakauin; and a line
of small boats will carry the freight from the
Rapids at that place to Green Bay. This will
enable us to transport the Lead at a rate which
will defy all competition.

But look at the immense quantities of merchan-
dise that would find its way through this
channel. All of Iowa and Wisconsin Territory,
north of the Des Moines Rapids, together with
the Galena Lead district, could be supplied with
merchandise, and bring in return the productions
of the country, at any time between the 20th of
March and the 1st of December, by this route,
at a much cheaper rate than is charged on the Mis-
sissippi and Ohio Rivers, where the navigation is
suspended nearly one-half of the year in conse-
quence of the low stages of the water; an evil
that does not affect the Fox and Wisconsin. A
word or two might be said in relation to the in-
ternal resources of the country, which are daily
developing, were it given it a self examination
before another year rolls away. The Agricultural
classes of New-England and New-York, will be
gratified to learn that this newly discovered coun-
try is peculiarly adapted to the farming interest.
To the Manufacturer no section of the United
States offers superior inducements for the exer-
cise of his occupation. Brown, Calumet, Fond
du Lac, Winnebago, Marquette, Dodge, Dane,
and Portage counties, hold superior inducements
to the eastern migrant. But we will drop this
branch of the subject.

The Black Hawk landed an engine at this
place, intended for another boat, which will be
built in a short time. What a pity it is that our
government is so penurious. A comparatively
trifling appropriation would connect Lake Michi-
gan with the Mississippi River. A regular line
of steamboats from Buffalo to New-Orleans, by
the way of Green Bay! Only think of it. And
yet two years will not pass before this will be the
case; for individual enterprise will accomplish
what the government has willingly neglected to
perform.

NEW ARRANGEMENT.—Fare
and Freight reduced.—New-York and Boston
by the New-York and Boston Railroad, via New-
York and Worcester. Fare New-York to Boston
and return, \$12 00. Freight, 20 cents per barrel.
Fare New-York to Boston and return, \$12 00.
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Fare New-York to Boston and return, \$12 00.

343—DETROIT AND CHICAGO—1832
THROUGH IN THIRTY-NINE HOURS.
BY THE
CENTRAL RAILROAD
AND
MILWAUKEE
The shortest, safest and most expeditious route to the West.
The Railroad Company, (Sundays excepted)
at 6 o'clock A. M., arrive at Jackson, 20 miles, same day at 2
P. M.; leave Jackson at 1 P. M., in coaches, arrive at St. Louis
at 1 P. M., and at Chicago at 1 P. M., and at St. Paul at 1 P. M.
Sundays excepted, 55 miles to Chicago, and arrive at
one A. M.

This route was established at a great expense in 1832, and its
success has attracted the proprietors in extending the facilities
for 1833. A new Steamboat of 20 tons burthen, with a powerful
Low Pressure Engine, will take the place of the Steamboat
Hudson, and will be ready to start on the 1st of July.

Extra always in Office.
Office in Chicago at the General State Office, in Detroit
at the Railroad Office, and in St. Louis at the General State
Office.

T. W. WELLS, Act. Com. C. R. R.
J. H. HILL, Act. Com. C. R. R.
B. & S. WARD, S. B. P.
my 30 1832.

1833.
LAKE SUPERIOR
ROUTE
SACKETT HARBOR, ROCHESTER, OSWEGO, NEW-YORK,
AND
SACKETT HARBOR, KINGSTON, OGDENSBURG AND
MONTICALLY.

The New Steamboat LADY OF THE LAKE, Captain J. J.
Taylor, and the new Steamboat ST. LAWRENCE, Captain
J. Van Cleave, from a Daily Line from Sackett Harbor,
Kingston, Ogdensburg, and Oswego, to New-York, and
vice versa, leaving Sackett Harbor at 12 o'clock A. M., and
Oswego at 10 o'clock P. M., Rochester at 10 o'clock P. M., and
New-York at 10 o'clock P. M., and vice versa, leaving New-
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